

WESTERN LINES BACK DOWN

One Fare for the Round Trip to Be the Special Rate to the World's Fair.

Seven and Eleven-Day Excursions to Be Run to Chicago from All Points in the West During the Month of July.

Western roads have finally backed down on the question of world's fair rates, and seven and eleven-day excursions, from all points in Western Passenger Association territory, is now an accomplished fact. The association meeting, at Chicago, yesterday, was entirely taken up by the discussion and arrangement of the plan for the excursions. A committee from the world's fair state exhibitors first addressed the meeting, strongly urging the establishment of one fair for the round trip. After the committee had withdrawn, the matter was referred to a committee of six. The committee's report was adopted, only one road standing out, and that line wished a one-fare rate without any restrictions. The committee reported in favor of selling tickets good for one continuous passage in coaches only—no sleeping or chair cars to be used—good for return either seven or eleven days from the date of issue, and good upon no other date. The first sale of tickets is to be made July 17, and the days on which the purchasers of tickets can return to their homes will be held Aug. 1, and such action will be taken regarding the continued sale of one-fare tickets as the sale of them on the July excursions shall warrant.

A Veteran Railroadman Passes Away.
At 9 o'clock yesterday forenoon J. W. Simmons, superintendent of the Cairo division of the Big Four, died, as the result of a second paralytic stroke, at his home in Paris, Ill. He suffered his first stroke about three weeks ago, when in the office of General Superintendent Van Winkle, and for several days was cared for at St. Vincent's Hospital, in this city, being removed to his home three weeks ago. He was forty-nine years of age, and a son of Judge Simmons, of Cedar, O. He began railroading on the Panhandle system when a young man, at the bottom round, and in his railroad career had been a section boss, a locomotive fireman, a locomotive engineer and trainmaster. In 1883 he was appointed superintendent of the Columbus & Cincinnati Midland road. Four years ago he left that road to become superintendent of the Cairo division of the Big Four. During the war he aided the government in a number of ways in repairing broken-down railroads, running locomotives, and for which he was highly commended. His remains, accompanied by a number of railroad men, will pass through here to-day, en route to Springfield, O., for burial.

Foreclosure Sales for Six Months.
The Railway Age, in its issue of to-day, will publish the railway foreclosure sales and receiverships of the first six months of the present year. The exhibit shows that from Jan. 1 to June 30 the foreclosure sales numbered seven, representing an aggregate of 1,104 miles of road, a funded debt amounting to \$20,141,000, and capital stock amounting to \$37,000,000. None of the roads were of much magnitude, the largest having been the Delaware & Maryland, located in New York. The record of receiverships is much more significant of trouble, comprising, during the six months, twenty-seven railway companies, with 5,232 miles of operated lines and an aggregate capital debt of \$30,881,000. The Toledo, St. Louis & Kansas City was one of the number. The chief factors in the receiverships, however, is the Philadelphia & Reading, with its nearly \$100,000,000 of debt and stock.

Personal, Local and General Notes.
The Chicago & Rock Island on July 15 will commence running its trains into Fort Worth.

Fort Wayne is making a strong bid to secure the headquarters of the Brotherhood of Railway Trainmen.

In June there were handled on the Peoria and Eastern road 51 trains, 13,511 loaded cars and 5,204 empty cars.

President Brice, of the Lake Erie & Western, and General Manager Bradbury are spending a few days in Chicago.

On July 14, 1893, passengers were handled on the Monon line, the largest number in any day in the history of the company.

R. K. Repler has been appointed to represent the Nickel-plate road at Kansas City, vice Charles Green, who goes to the Big Four.

Despite its heavy passenger business, the Lake Shore is now leading the other lines on east-bound freight business out of Chicago.

Yesterday, for July, was a field day at the stock yards. Between 3 a. m. and 7 a. m. 120 carloads of stock were delivered by the Western lines.

Judge Field, general solicitor for the Louisville, New Albany & Chicago, has gone to Cedar Lake for one month for the benefit of his health, which is still poor.

The world's fair business out of Cincinnati over the Big Four has been so heavy that four sleepers are required, two for each train, and at Indianapolis almost nightly two sleeping cars are required.

The Louisville, New Albany & Chicago earnings in the fourth week of June, 1893, an increase over the corresponding week of 1892 of \$16,073. The road earned in the month of June, \$15,435, an increase over June, 1892, of \$3,787.

So generally are trains equipped with the Westinghouse air brake that one would think there were no other air brakes, while there are three hundred air brakes working on exhibition in the Transportation Building at the world's fair.

Unless there is a change in programme the trains of the Big Four (Michigan division) will be running into Louisville, Ky., within the next ten days, using the Ohio & Mississippi from North Vernon, and the Kentucky and Indiana bridge to get into Louisville.

On Tuesday the Pittsburg, Fort Wayne & Chicago took a party out of Pittsburg to the world's fair at reduced rates, the rate being \$12 for the round trip and a ten-day limit. The receipts for the excursion party amounted to \$4,500. The excursion party occupied ten cars.

M. E. Ingalls, president of the Big Four, will be in the city on Monday and Tuesday next, accompanied by Chief Engineer Kittredge. The question of the new shops and the new roundhouse will come up, and some definite action will be taken in the matter, it is thought.

The Toledo & Ohio Central will on Sunday open its Chicago line, running solid trains in connection with the Chicago & Erie. Heretofore the Lake Shore has had no competition in speed of between Toledo and Chicago. The Lake Shore will make a strong effort to have the new line maintain its lead.

The Vandavia has not as yet put on excursion trains to Lake Maxinkuckee on Sunday, and probably will not. A great many of those who go there are undesirable characters, and as the lake is the pleasure resort of a large number of families, it is deemed advisable to keep the grounds clear of the rabble.

In the last thirty days thirty freight conductors on the Big Four have passed a successful examination for promotion to be passenger conductors. Fifteen of the number have been promoted and others will be promoted in the near future. The examinations are doing excellent and very satisfactory service, says one of the officials.

The last mail on the Lake Shore gave that line an opportunity Thursday to show that in the matter of speed it is able to make as good a record as the best. The train consisted of seven heavy mail cars and a baggage car, drawn by engine No. 268, with engineer Charles Allen in charge. It left Buffalo two hours and fifteen minutes late, and was brought into Erie, eighty-eight miles, in one hour and forty-

eight minutes. This time is two minutes faster than that of the "Exposition Flyer," and the run with such a heavy train makes it remarkable. A stop was made at Dunkirk for water.

The mechanics at the Big Four shops at Brightwood are proud of a new car sent out of those shops. It is numbered 336, and its construction and architecture are not excelled by any similar car turned out at the leading carworks of the country. It is to be run on one of the fast day express trains between Cincinnati and Chicago.

Thirty years ago the first of this month, St. John entered the service of the Chicago & Rock Island as a clerk in the ticket department. He was soon promoted to chief clerk, then ticket agent, then general ticket and passenger agent, then assistant general manager, and in 1887 became its general manager, and in that position has shown marked ability.

The officers of the Nickel-plate road located at Fort Wayne have this week moved into new and very conveniently arranged offices in the Odd Fellows' Hall building. Superintendent of the road, master Blair, Chief Engineer Pardee, and Chief Train Dispatcher Caldwell, with his eleven assistant train dispatchers, are now at Fort Wayne.

In June there were handled on the Big Four system 4,084 trains, 114,404 loaded cars and 37,207 empty cars. In comparison, 34 trains were handled, 1,307 loaded cars and 1,207 empty cars in June, 1892. The fewer trains and the increase in loaded and empty car movement shows the results of using the heavier class of freight engines.

Richard Carroll, general manager of the Queen & Crescent, passed through the city yesterday on his special car en route to the world's fair. He is of opinion that by the latter part of July travel to the fair from Southern points will set in heavily and will require all the equipment the Southern lines and Central Northern connections can readily furnish.

Grand Chief Conductor Clark, of the Order of Railway Conductors, is at Louisville, Ky., on a tour of inspection of the Louisville, Evansville & St. Louis road as regards advancing the pay of its conductors. The situation on that road has been exaggerated. There is no demand for higher wages, but simply a request that the trainmen on that road be paid as well as on other roads running into Louisville.

John W. Barton, general superintendent of the Baltimore & Ohio Southwestern, passed through the city yesterday, returning from the world's fair. During his visit to Chicago he spent one day in looking over the Illinois Central's new terminals and the operation of its eight tracks, signals, interlocking switches, etc., and he says it is one of the most complete and efficient exhibitions of mechanical appliances to be found in this country and worthy a visit by every railroad man.

Those in position to know the feeling of President Woodford and President Ingalls as regards William Green taking the general management of the Cincinnati, Hamilton & Dayton lines state that it will be a great benefit to the company, and both presidents feel that such is the case. Mr. Green is a large stockholder of the Big Four; it is for his interest that his name be done on a paying basis, and it will result in rates, it is believed, being better maintained than at any time in the history of locomotives, road for which he was highly commended. His remains, accompanied by a number of railroad men, will pass through here to-day, en route to Springfield, O., for burial.

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THE GRAND JURY AT WORK

Indictment Against Henderson Will Be for Murder in the First Degree.

Expected to Get Off with Manslaughter—Attorney-General and the Carr Case—Cases of Arrested Grocers.

LON HENDERSON'S CASE.

He Hopes to Get Off with a Manslaughter Charge—The Kline Case.

The grand jury which is now in session will shortly investigate the case of Lon Henderson, the burglar who confessed to the killing of John Tarpey at Haughville. Deputy Prosecutor Cox thinks Henderson will be indicted for murder in the first degree, and will be convicted on such indictment. Henderson in his confession only renders himself liable for indictment for manslaughter, for he claims that his pistol went off while Tarpey had his hand upon it. The statutes provide that where a man in the commission of an unlawful act kills a man without intent he shall only be indicted for manslaughter. Henderson evidently expects to get off with a sentence not to exceed twenty-one years, but the deputy prosecutor thinks enough evidence will be secured to convict him of murder.

The grand jury has not yet reconsidered Annie Wagner's case. The Kline mystery at Brightwood will be investigated shortly. There is one who has not appeared before the coroner who will go before the grand jury, and it is said that this witness knows enough to throw considerable light on the affair. He did not want to go before the coroner.

The grand jury returned indictments against J. M. Thompson, members of the old Star gang, charging them with petit and grand larceny. John Jones, the negro who attempted to murder a little white girl in the basement of the First Baptist Church several Sundays ago, was also indicted. Dick Williams and John Slaughter will have to stand trial to the criminal court for petit larceny.

Judge Cox has not acted on the motion for a new trial in the Parker and McAfee case. The grand jury has returned sentences to the men to be hanged, they must be hanged within a hundred days from the date sentence is imposed. If the attorneys for the men fail in the Supreme Court it will not be until October or November before the men are hanged.

BOASTED OF SMITH'S ASSISTANCE.
A claim in the Carr Case—Exceptions to Judge Cox's Ruling.

The attorneys for Jennie Carr yesterday filed exceptions to the ruling of Judge Cox in striking their motion for a change of venue from the files. Judge Cox put the exceptions on the record, but it is not perfectly clear what the attorneys are now going to do. It is claimed by attorneys that one of the attorneys for the Carrs was going to help them before the Supreme Court.

Court officials state that the reason Judge Cox has not granted a change of venue in the case, is that the attorneys have not even applied for a new trial on the ruling of the Supreme Court, and that the men be done before he can act on a motion for a change of venue. The mandamus case comes on before Judge Brown to-day.

Arrest of Retail Grocers.
The cases of sixteen retail grocers were continued in Justice Daniel's court yesterday. They were arrested on charges of keeping open their places of business on Sunday. The arrests were made at the instance of members of the Retail Grocers' association. The following grocers were arrested until next week: H. Mahoney, Martin Roth, Joe Fisher, F. Honpfer, John Hunt, P. O. O'Connell, Henry Kraus, J. E. Dixon, L. A. Foxworth, Mrs. Charles Somers, John Stead, Charles C. Smith, Frank Stevens, F. Myer, Albert Barthel, Mrs. Charles Simcock.

New Suit Filed.
Mary W. Barton vs. Wm. R. Barton and Marshall P. Cummings; support. Circuit Court.

RECEPTIONS FOR VETERANS

Arranging to Entertain Departments at Various Private Residences.

Preparations for the General Gathering at Tomlinson Hall—Handsome Display of Fireworks Made.

The entertainment committee's subcommittee on reception, of which Dr. Henry Jameson is chairman, met last night in the commodious quarters at the Commercial Club. The illness of Mrs. Charles Coffin at the Country Club made it impossible for Dr. Jameson to be present, and Secretary P. H. Fitzgerald presided over the informal meeting. Judge Cox, Charles E. Dark, Dr. Lewis C. Cline and others were present. The object of the meeting was to ascertain how many people and who would volunteer to give private receptions to the departments. It was virtually agreed by the members of the committee who were present that its own body could not do the first reception, it was thought that twenty receptions would be held at that would be necessary. Prominent citizens and soldiers of the city who were probably given such receptions were designated. Among those talked about were Dr. Allen, William B. Burford, R. B. F. Pease, William S. Barkley, R. B. Pease and others. It was estimated that the cost of the receptions would cost about \$75, including music and refreshments. As many lawn receptions as possible will be held, and the weather will probably be warm. All these private receptions will be held on the same evening. After an informal discussion it was agreed that Mr. Fitzgerald should see Dr. Jameson and inform each member of the committee whom he might invite to help the committee in the work. Another meeting would be called later by Dr. Jameson. Last night was the third effort to get this committee's members out to get the extensive contract. The display had intended resigning the chairmanship of the committee, but had been persuaded not to do so.

Tomlinson Hall Reception.
The entertainment committee's subcommittee on programmes of exercises met at Tomlinson Hall last night to arrange to have a programme for the kind of programme and invitation desired for the Tomlinson Hall entertainment, to be given during the encampment. Col. Jas. B. Black is chairman and W. S. R. Tankington secretary of this committee. Reports from individual committees were called for. It was learned that Professor Burns could furnish the music, which will be a chorus of one hundred or more mixed voices.

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ured out into the deepest water. For some time the crowd was high and was unable to help himself. The terror of his friends, it is said, prevented them from interfering with the struggling victim assistance and he sank beneath the surface. The undertaking firm of South & Fitzgerald was notified and prepared and prepared to recover the body. Several ineffectual efforts were made and finally the plan of using dynamite was resorted to, which also failed. The body had become tangled with roots in the bottom of the creek and it was with much difficulty that it was secured by means of grab hooks.

The remains were taken to the undertaking rooms and then sent to the home of Waterman. The unfortunate young man was employed at the Perry car works, and he said to have been an industrious and model boy. He was a prominent member of St. Paul's Church, where he was highly esteemed.

HENDERSON'S FINANCIAL SCHEME.

Its Adoption Would Work Injustice to Debtors—How a Similar Crisis Was Met in 1834.

To the Editor of the Indianapolis Journal:

The late letter of Hon. John B. Henderson to Secretary Carlisle will be widely read. But whether it was intended as a foreshadowing of the policy of the new administration, or was drawn out by Mr. Carlisle merely to feel the public sentiment, it entirely ignores the most interesting, if not the only vital point in the whole controversy—that is, the hardship on the debtor class by the adoption of the single gold standard. Is it right that a policy should be adopted which will increase the value of legal-tender money, and thus compel debtors to pay a greater sum than their obligations contemplated when they were entered into with full knowledge of the facts? It is little in the financial situation to create uneasiness and excitement. The questions grow out of the fact that the value of the medium are very different from those growing out of it as a measure of value. The most important function of money is to measure the value of property and pay previously contracted debts. Were it not for this function we might easily do without it. Mere token money would answer every purpose of the exchange of property. Any abrupt change in the value of money by legislative action always works a hardship on the debtor. The value of money is decreased the creditor is wronged. If the value is increased the debtor is wronged. If justice is the object of the financial policy, it is a value that takes place from time to time, through changes of supply and demand, are much less to be dreaded than the changes brought about by legislation.

I do not assume to be able to instruct the American Congress how to deal with the great financial question, but I do assume that valuable lessons are found in history, and my principal purpose in writing this communication is to call attention to one of the lessons that it seems to have been forgotten.

In 1834 the Nation met just such a crisis as the one that now confronts it. The gold standard was then adopted, and the value of the dollar was increased. The government never at any time had a greater array of able and able men in its service than it had at this period. Clay, Benton, Webster, Calhoun, Silas Wright and scores of other able statesmen, were in Congress, and they were all in favor of the gold standard. The government never at any time had a greater array of able and able men in its service than it had at this period. Clay, Benton, Webster, Calhoun, Silas Wright and scores of other able statesmen, were in Congress, and they were all in favor of the gold standard.

The land was filled with intellectual giants. The crisis was discussed from every standpoint by these now famous characters, and a bill was finally passed and approved by the President, which reduced the value of the dollar to its true value, and the gold standard was adopted. The value of the dollar was increased, and the gold standard was adopted. The value of the dollar was increased, and the gold standard was adopted.

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